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SLOWDOWN OF PRODUCTION  
AT HUNGARIAN RAILROAD CAR, MACHINE FACTORY

Nepszava  
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Production arrears at the Ganz Vagon es Gepgyar (Ganz Railroad Car and Machine Factory) have been having an extremely adverse effect on Hungarian foreign trade. It has been many months since the factory has fulfilled either its domestic or export plans. Consequently, trade agreements with the People's Democracies and the capitalist countries are endangered, and the reputation of Hungarian industry is jeopardized. At the same time, Hungary is prevented from importing materials required by the metallurgical and other industries.

Although both the ministry and the trade union have investigated the situation and made recommendations aimed at improving work, no action has been taken to implement the recommendations, and both the ministry and the factory have adopted a passive attitude. In the meantime, the situation is growing worse. Motor trains due in East Germany on 31 January 1953 were still unfinished on 30 September 1953; motor trains slated for Czechoslovakia, Bulgaria, and Poland are late also.

The morale of the workers is poor. They complain of high norms, low wages, and blame their failure to fulfill the plan on the fact that material arrives from Diosgyor and Ozd late, unsorted, and faulty. Sixty to eighty percent of the engine and axle castings prepared by the Gheorghiu-Dej Hajogyar (Gheorghiu-Dej Shipyards) have flaws. Because of the confusion prevailing within the plant, and because of an involved system of bookkeeping, shop foremen are informed of the arrival of material four, but more often 16, days after it has come.

Most workers in the milling and lathing shops earn only 500-600 forints 2 month. Many of them are inexperienced workers who are left completely at sea by the policy of Endre B. Sebestyen, chief engineer, who maintains that preparing blueprints and operating instructions for piece workers is a superfluous extravagance. Consequently, norm fulfillment in the machine shops is the exception rather than the rule. Statistics for 1953 in a typical machine shop at this factory read as follows:

	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>Aug</u>
Number of pieceworkers	27	28	31	25	27
Number failing to fulfill norms	24	25	26	19	23

Even skilled workers who are able to exceed the norms receive low wages because the many work stoppages caused by lack of organization are deducted from their pay.

Although mismanagement is the cause of norm underfulfillment in most cases, the norms in the crankshaft processing shop have been set in so arbitrary a manner that even Stakhanovites of years standing are unable to fulfill them. For example, Stakhanovite Janos Heidenfelder, who has 20 years of experience as a lathe operator, requires 110 minutes longer to perform certain operations than has been prescribed by the norms. The arbitrary norms upsetting the work of the entire shop with the result that much of the work completed there is faulty. Since a single crankshaft costs 50,000-60,000 forints, the waste is tremendous.

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